

SAVE CALIFORNIA STREETS

NORTH PARK, MID-CITY BIKEWAYS PROJECT: GEORGIA – MEADE AND LANDIS, SAN DIEGO, CA

The **SANDAG North Park I Mid-City Bikeways Project: Georgia – Meade and Landis** includes 6.6 miles of low-stress bikeways in the North Park and Mid-City communities of San Diego, filling key connections in the Regional Bike Network. Through extensive coordination with the community, Kimley-Horn developed the project features, which include buffered bike lanes, bike boulevards, 19 neighborhood traffic circles, five bend-outs, three raised crosswalks, curb extensions, high-visibility crosswalks, traffic signal modifications, street lighting, rapid rectangular flashing beacons, reverse angle parking, wayfinding, and other traffic calming features. The project also includes green street features such as green gutter BMP edge islands and drought tolerant landscaping. This project transforms the existing streets to make walking and biking more comfortable for all ages and abilities, providing vital community connections, especially for students and people with limited travel mode choices. This project improves safety and mobility, increases bicycling and walking, and helps achieve greenhouse gas reductions in support of Active Transportation Program goals.

The Georgia – Meade and Landis Bikeways are the first two of seven segments to be constructed as part of the North Park I Mid-City Bikeways, which will add approximately 13 miles of bike boulevards and protected bikeways and connect the North Park and Mid-City neighborhoods. The Georgia – Meade and Landis Bikeways will also provide important connections to the neighborhood of Hillcrest via the future Robinson Bikeway and Uptown Bikeways and to City Heights via the future Central Bikeway. The project helps fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a safer and more convenient choice for everyday travel.

Since the North Park I Mid-City Bikeways planning process began in 2013, Kimley-Horn held ten community workshops and made more than 100 presentations to existing community groups to discuss project details and gather community input for the project in order to create more opportunities to walk and bike in a low-stress environment. The community engagement process contributed to both the high-level design and the final placemaking features, including colored concrete, sandblasting patterns representative of the community's character, and other landscaping elements.

This project is one of the most extensive and transformative urban neighborhood bikeway projects in the state of California. With its length and intensity, variety, and creativity of traffic calming features, this is the first bikeway project of its type to be proposed, approved, and constructed in San Diego County. The project includes regionally innovative features, like bend-outs and neighborhood traffic circles, and involved extensive interagency coordination between SANDAG, the City of San Diego, MTS, and Caltrans. The project team developed context-sensitive solutions to fit the urban character and neighborhood scale of the corridors, combining learned best practices from around the country and the latest bikeway, street, and roundabout guidance. The unique and innovative project features led to in-depth discussions and coordination with the City of San Diego. Additionally, the project passes through the Caltrans right-of-way; the project coordination helped pave the way for new relationships and improved active transportation review processes.

Improvements were minimized to intersections or features along the linear corridor to minimize utility, roadway, and private access impacts while achieving the project goals. Additionally, this project included bicycle bendouts at five signalized intersections, which accounted for loop detection for bicycles upon approach to the traffic signal. These bendouts contain push buttons specifically for bicycles waiting at the bicycle ramp, so bicyclists do not need to dismount to activate the bicycle/pedestrian crossing phase.

The project transformed Georgia, Meade, and Landis Streets from corridors that prioritized vehicles to corridors that prioritize people and community. This project required extensive coordination between SANDAG, the City of San Diego, Caltrans, and the community for successful implementation.

SAVE CALIFORNIA STREETS

NORTH PARK, MID-CITY BIKEWAYS PROJECT: GEORGIA – MEADE AND LANDIS, SAN DIEGO, CA



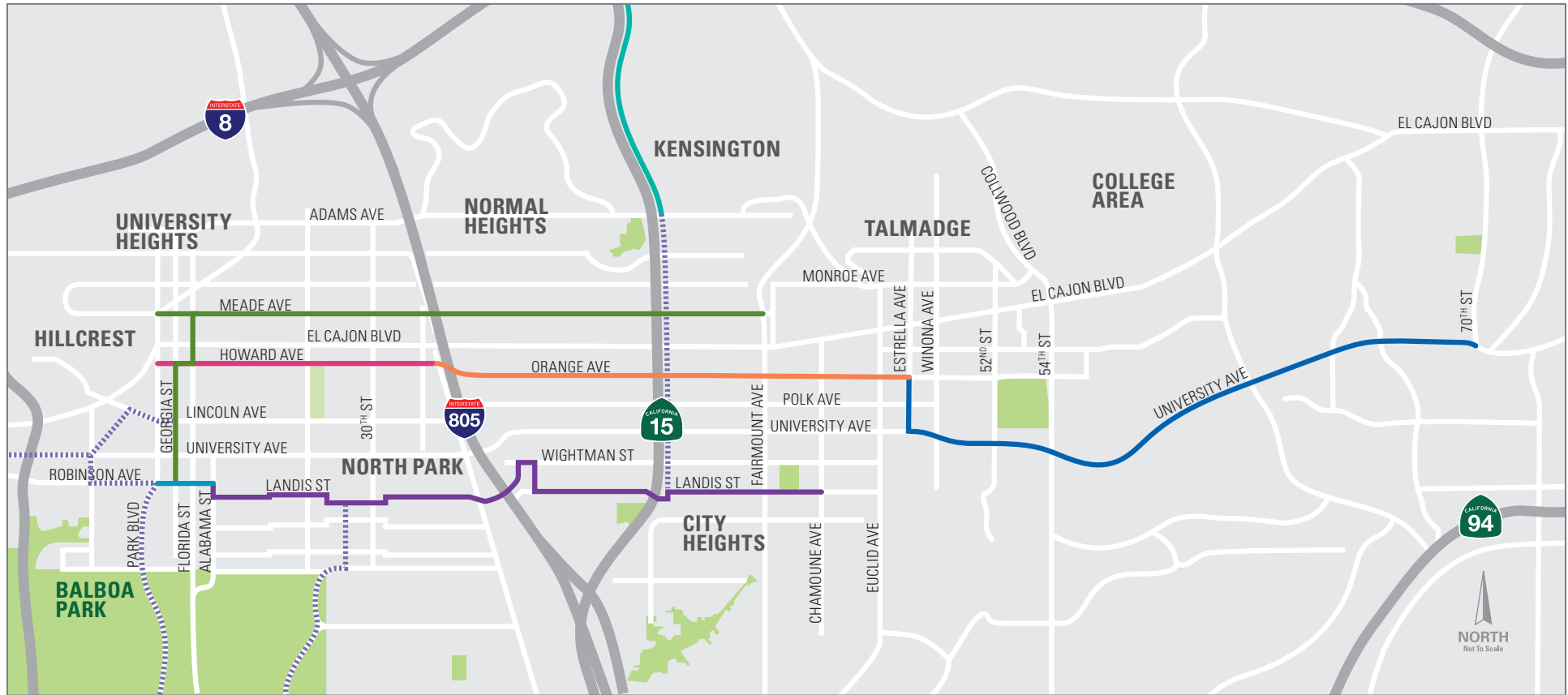
SAVE CALIFORNIA STREETS

NORTH PARK, MID-CITY BIKEWAYS PROJECT: GEORGIA – MEADE AND LANDIS, SAN DIEGO, CA





NORTH PARK | MID-CITY BIKEWAYS



Georgia – Meade Bikeway	Landis Bikeway	<i>Note: Future Monroe Bikeway Alignment To Be Determined</i>
Robinson Bikeway	University Bikeway	
Howard Bikeway	SR 15 Commuter Bikeway	
Orange Bikeway	Other Regional Bikeways	